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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Leningrad Oblast)

REPORT

SUBJECT Marti Shipyard in Leningrad

DATE DISTR.

1954

NO. OF PAGES

4

DATE OF INFO.

REQUIREMENT NO. RD

PLACE ACQUIRED

REFERENCES

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1. The name of the Marti Shipyard itself was not displayed anywhere in late August 1954; and, in fact, there were no notices or any kind, but the name of the shipbuilding college, Sudostroitelnyy Tekhnikum, could be seen on the building marked P in sketch No. 1.

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2. In general, so far as could be observed from the Neva River, from the Kalinkin Bridge, and from streets on the south side of the Fontanka River, the layout of the yard agreed with that shown in sketch No. 1, which was compiled in 1947, with the following additions and exceptions (see sketch No. 1): At point A, there was a new three-bay building with three, or possibly four or even more, doors opening onto the Fontanka River. It stood close to the water's edge of the Fontanka, probably six to ten feet away from it (at point a), had a frontage of approximately 100 meters, and extended to approximately 30 meters from the water's edge (at point b). On the side, from point a to point c, it extended approximately 150 meters, but no doors were observed on that side of the building. It was obviously a new structure, but there was no scaffolding, and there was glass in the roof. It was estimated that the length of this building along the Fontanka was comparable to that of the large, flat-roofed workshop at the Sudomekh Shipyard, which has four doors onto the Neva, but it was probably somewhat lower in height.¹ it was a very large building, and appeared as shown in sketch No. 2.

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3. At point G of sketch No. 1 there was a newly-erected wooden fence, which obstructed the view of point A from the embankment on the south side of the Fontanka. The fence was still under construction, and was apparently to be two and one-half meters high, and of solid construction. At point F, judging from the fresh-colored bricks, was a new building. No slips were observed there. At point K, there was a freshly-built extension to the existing building. The brickwork of the new part was readily distinguishable from the old bricks of the remainder of the structure. Dumps of fresh sand were observed at a number of places. The sand was of two colors, yellow and gray, and definitely fresh. There was also some timber dumped here and there. At point D, no doors were seen opening onto the Neva River,

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(Note: Washington distribution indicated by "X"; Field distribution by "#").

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- [REDACTED]
4. In front of building E on sketch No. 1, on the embankment between the building and the water's edge, there were submarine sections, apparently of sheet iron. There were more than 20 sections of various shapes and sizes lying about on what appeared to be just soft ground. The appearance of these submarine sections is shown in sketch No. 3. No barges with submarine sections were observed anywhere near the Marti Yard.
 5. At point C of sketch No. 1, in the arm of the Fontanka River at the western bank, there was a gray ship which was thought to be a destroyer. An impression of its outline is given in sketch No. 4. In addition, it was noted that there was a "rather simple, not elaborate" mast amidships, and that the fore superstructure was not very heavy. The stern of this destroyer was somewhat rounded.
 6. At point M of sketch No. 1, farther up the arm of the Fontanka River, and in line with the small building marked V on the sketch, there was a ship which looked like a cruiser being fitted out. The ship was painted red and covered by scaffolding. It was a very large ship, and the mast was higher than the roof of the nearby six-story building. An impression of all that could be seen of the shape of the mast and of its height in relation to the six-story building, is given in sketch No. 5.
 7. Flashes from welding were not observed at night, except from the direction of the large ship at point M of sketch No. 1 referred to in paragraph 5 above. During the day, flashes from welding were particularly noticed at point W.
 8. [REDACTED] the yard from a point near the Kalinkin Bridge at 1700 hours, one shift, estimated as several hundred workmen, was seen leaving the yard along the road from point Q to point R on sketch No. 1 and going toward the streetcar at point S; while another shift, consisting of about the same number of men, was going into the yard. At the same time, students from the shipbuilding college at point P were also leaving the yard.
 9. The impression gained from observing the yard at night, was that some work was going on in some of the workshops after 1700 hours, and that, in general, some parts of the shipyard kept working after others parts of the yard had shut down.

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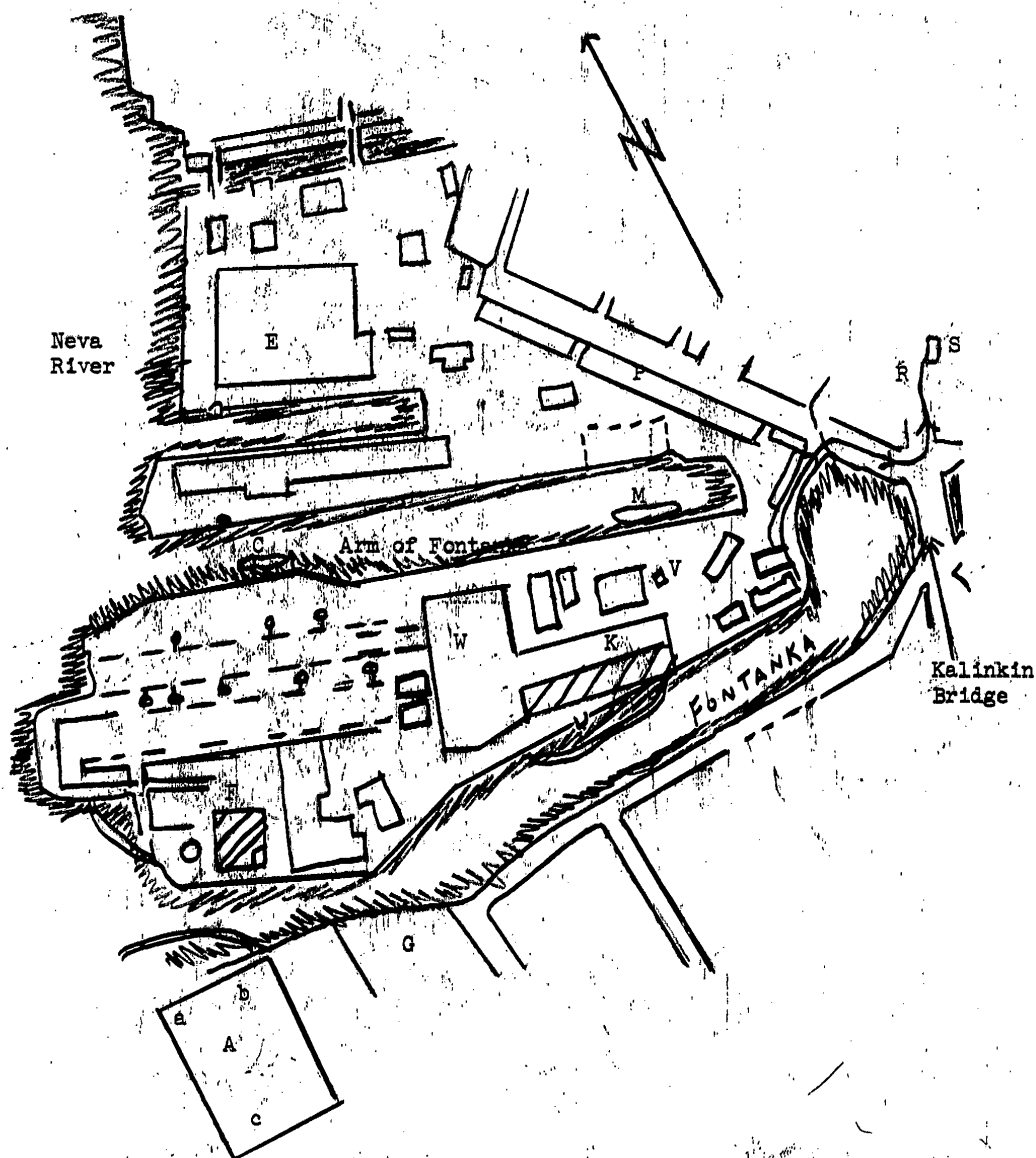
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Sketch No. 1. Marti Shipyard, Leningrad



Scale
500 0 500 1000 feet

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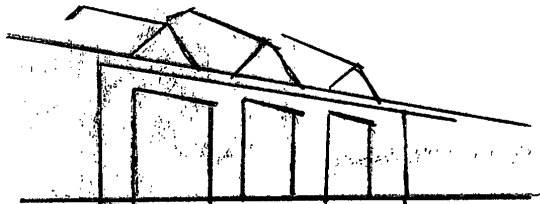
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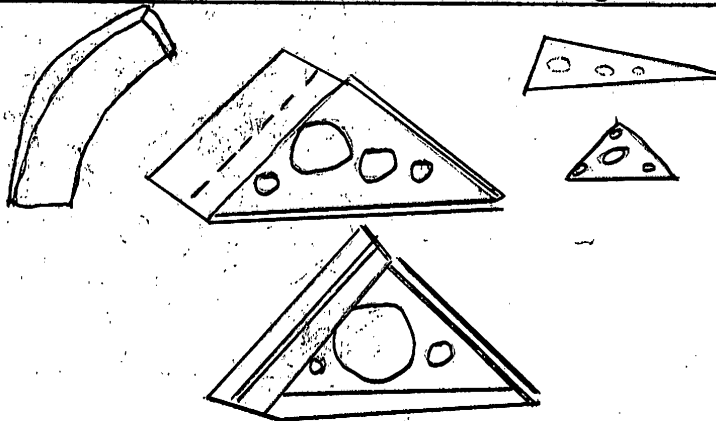
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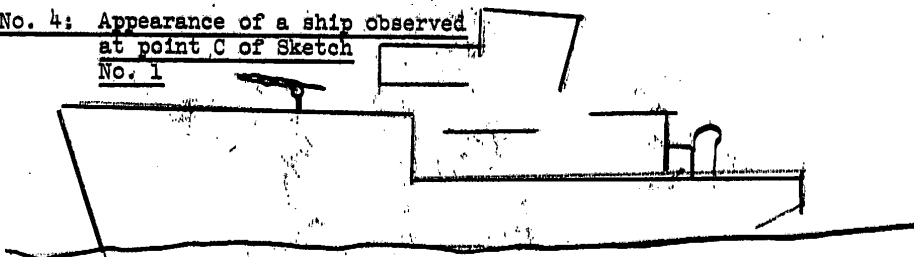
Sketch No. 2: New building observed at point A of Sketch No. 1



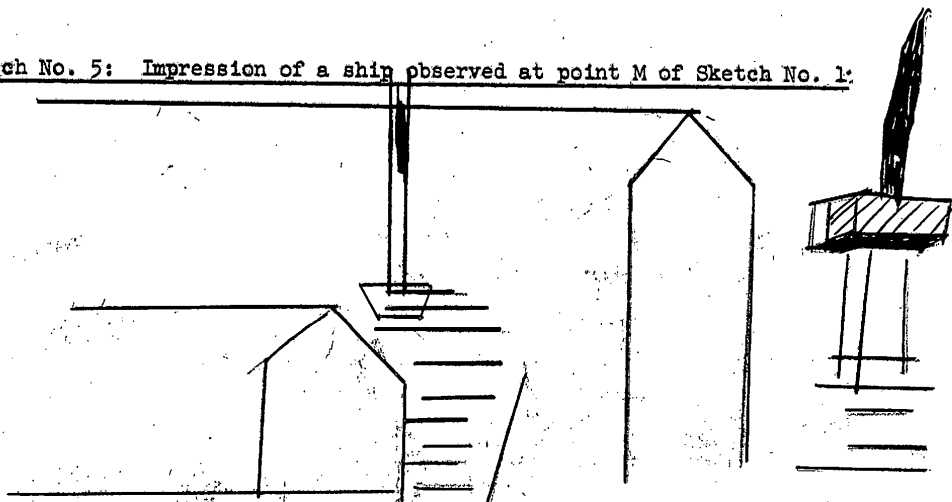
Sketch No. 3: Submarine section observed in front of building E of Sketch No. 1



Sketch No. 4: Appearance of a ship observed at point C of Sketch No. 1



Sketch No. 5: Impression of a ship observed at point M of Sketch No. 1:



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